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DEC 1951

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SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

25X1

COUNTRY Germany (Soviet Zone)

SUBJECT Port of Warnemunde

25X1

PLACE ACQUIRED (BY SOURCE)

DATE ACQUIRED (BY SOURCE)

DATE (OF INFO.)

RESPONSIVE TO	
1	2
CD NO.	
OO/C NO.	
ORR NO.	
OAS NO.	
OCI NO.	

DATE DISTR. 1 JUNE 53

NO. OF PAGES 2

NO. OF ENCLS.

SUPP. TO REPORT NO.

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THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3C OF NSCID #7.

1. Approaches to Warnemunde: I was in the Port of Warnemunde during the period 14 to 16 Mar 53. A pilot was picked up off the port and was used in entering the harbor and in the turn-around basin. No tugs were offered, requested, or necessary in berthing the vessel on the east bank of the River Warnow. I estimate the length of the river from Rostock to Warnemunde to be 5.8 miles, or 11 kilometers; that it has an approximate depth of 24 feet; and that it runs muddy. In my previous trips to Warnemunde prior to World War II, the channel of the river had to be dredged periodically. I saw no evidence of dredging operations in progress during the instant voyage, nor did it seem that any had been done recently. Further, there was no activity on the river while I was in the harbor. There were channel buoys in the river as guides. I did not go down the river since that was forbidden. It is my opinion that the river could accommodate vessels up to 6,000 or 7,000 tons.

2. Merchant Ship Activity: In the entrance to Warnemunde on the approach from the Baltic Sea I observed two ships of 18,000 to 19,000 tons. One of the ships was the "HANSA", a former Hamburg-American Line vessel that had been sunk during 1945. That ship was raised and in the process of being refitted. The location was 12°54'E and 54°10'N. No large tugs were observed in the harbor.

3. Geophysical Data: The surrounding terrain on the Baltic Sea was flat and level. Northeast of the river entrance is a beach, having a sandy and firm base with a gentle gradient inland from the river. It would be an excellent assault beach in an amphibious operation in my opinion. Shipping continues throughout the year in the Baltic Sea. However, I believe the port was frozen in during January 1953 although I was not there during that period.

ONI review(s) completed.

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4. Port Facilities and Business: I would estimate the population of Warnemunde to be 15,000. It was a popular seashore resort prior to World War II. It still remains a resort but permission must be obtained from the Soviets by any person desirous of visiting the town. Warnemunde's primary shipping interest at the present is the importation of fertilizer. The port was intact as I remembered it and there was no evidence of war damage. However, the houses in the town are becoming very run down and there was a noticeable lack of painting and repair work. The roads were in good repair and access to and from the berthing area was very good. I would estimate the roads to the waterfront and in the town to be 35 to 40 feet in width. The bridge over the Old Warnow River, which is located at 54°10.6'N, is of wood construction. Although the fertilizer was being trucked over the bridge I do not think it would hold up under heavy artillery movements. The fertilizer that the ship transported to Warnemunde was unloaded by dockside railroad craines and was handled by DERUTRA (German Russian Transportation Society). This Society is Soviet controlled and administers the port and all imports and exports. The cranes were large and capable of handling five to eight tons and appeared to be very well maintained. I observed four railroad tracks leading to dockside and they were of the same gauge as those in Germany (Federal Republic). There is a shipyard at 54°10.4'N 12°05'E, but no activity was observed in the yard.

5. Port and Ship Personnel and Local Populace: Six Soviet soldiers boarded the ship when it was berthed and effected a very thorough search of the vessel. Soviet soldiers were on duty on the pier, as well as one man and one woman East German Police on duty at the only entrance to the pier. The soldiers conducted themselves in a very courteous manner. The ship's complement was permitted shore liberty from 0600 to 2300 hours. Port labor forces are Germans. The local population is very poor in appearance and morale is at a low ebb. There is a distinguishable fear among the people for each other and an apparent distrust of one's neighbor. A woman came abroad the ship and told me that conditions were very bad in Warnemunde. Since I had just come from Spain and had some fresh fruit abroad, I offered her some oranges and chocolate bars. She was very reluctant to accept the gifts but finally did. The following morning when I was about to depart, I saw her standing on the pier crying. She told me that six oranges was very little for which to lose one's employment and ration card. I have a sister and brother living in East Germany and they came to Warnemunde to visit me but were denied access to the pier or ship by the East German police. However, other persons were permitted on the pier and ship. This circumstance leads me to believe that I had been investigated thoroughly by the Soviets. The sentries did not deny me shore liberty or the privilege of visiting my relative ashore.

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